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EDITORIAL

Object of Town Planning.

It is the business of town planning to demonstrate that the current system of town growth is technically and sociologically at variance with scientific method and to prove that for the uses of life it is wasteful, enormously expensive, inefficient and destructive of human energy and human happiness.

The most acute form in which the absence of town planning presents itself to the sociological student is in the bad housing conditions and environment that affect the lives of most of the people. He has seen for a long time what Lord Haldane has recently expressed, that "the prosperity of any nation cannot rest on any other foundation than popular contentment; while discontent rules, commercial stability is out of the question" and discontent must rule so long as the majority of the people have not room to live in decency and comfort. The town planner believes that decent living conditions for the workers are not only possible but absolutely imperative if revolution and disaster are to be avoided.

There is No Wealth But Life.

The antithesis that is apparent between our national progress, measured in terms of physical wealth, and our stationary or backward condition of growth, measured in terms of human values, is one for which we have a precedent in all countries that have risen to greatness and fallen into decay. It is little use fighting revolutionary forces unless we can offer some intelligent answer to the cry for justice that is always at the root of such movements. Delayed reform, said Edmund Burke, is revolution begun. Whatever greatness may be in store for Canada depends upon the extent to which we avoid the historical causes of decay and this means that we must develop our human values

simultaneously with our material wealth. "Ill fares the land to hastening ills a prey; where wealth accumulates and men decay", is a copy-book maxim that carries a threat as significant to our democracy as it was to ancient monarchies.

Town Planning is a Science.

In this matter, as in all others, knowledge and art—and action based on these possessions—constitute the foundation of social progress. The most important first step in creating a sound town planning policy in Canada, therefore, is to develop the science of town planning. In so far as science is ordered knowledge, as Herbert Spencer contended, we are still in the embryonic stage of the development. For the future accumulation of knowledge, gradually enabling us to build up the elements of something as nearly approaching an exact science as is possible with a subject so elastic, we must look to the universities rather than to government departments or individuals. Such research work as the Commission of Conservation has done only reveals the poverty of our knowledge compared with the greatness and complexity of the task to be undertaken. It is time for the universities to have a school of town and rural planning and development, open for social engineering and architectural studies and embracing as a field of study the science of municipal administration. It may be hoped that the seed is now being sown that will ultimately create both the need and demand for such a school. Introductory lectures have been given in nearly all the universities of Canada during the present session, on the initiative of the Commission of Conservation.

Opportunity for University.

The aim of such a school of town planning should not only be to give higher education in the sociolo-

gical, architectural and engineering phases of town planning and rural development, including housing, but also to give popular education to the citizens by means of summer schools and extension courses, in different cities. There is a unique opportunity for one of the great universities of Canada to organize a department of town and rural planning that will be the university centre for scientific teaching and research on the subject and will include post-graduate work for obtaining a collection of maps, plans and literature that will be difficult to obtain as time goes on. The university that is the pioneer in this matter will derive the greatest material advantages as the subject grows in importance. Side by side with such a department there should be gradually established a botanic garden for the training of men as landscape architects in association with the departments of botany, horticulture and town planning. With this as a foundation the teaching of the art of town planning will become easy, and much more effective, because engineers and architects are already equipped, or are being equipped, with the skill and knowledge necessary to undertake the physical task of planning. What is needed is the development of the artistic sense required to give proper and balanced expression in design.

Government Policy.

In the field of action we must continue to look to governments—federal, provincial and municipal—but such action will continue to be defective so long as education in the science of town planning is neglected. Therefore, in looking to the future, it would appear that the greater responsibility for the development of town planning in Canada rests with the universities. We may formulate a policy for government action and yet fail to achieve anything worth while unless we have the trained minds needed to give effect to that policy in practical planning. As indicated by the Sociological Society of Britain we must begin systematic study by the working out of standardized forms and methods of technique in making surveys of existing conditions—sociological, historical, educational, industrial and topographical. The principles of that technique must be based on observation and study of the conditions and tendencies to change. With surveys and graphic charts based on sound principles of scientific research there must then be correlation between education and the practice and art of town planning.

Six Years Pioneer Work.

The most significant general result of the six years town planning work of the Commission of Conservation is that a widespread public sentiment in favour of city planning has been created throughout the Dominion. From a condition of lethargy on the subject among the men in the street, trade and social organizations and government departments, we have become conscious of two parties, one, much the larger, in favour of an aggressive policy of town planning and the other in favour of town planning principles but opposed to action of any kind to give them effect. A hopeful feature is that definite opposition has developed on the part of a few. Progress will never be rapid until this opposition becomes more pronounced. When a movement arouses self-interested hostility the public begins to realize that it may have social value.

Canadian Town Planning Acts.

There is now definite town planning legislation in all the provinces except two. In six of the provinces the legislation is on comprehensive lines. It is compulsory in Nova Scotia and Saskatchewan for cities and towns to prepare plans within a certain period. The province of Saskatchewan has the best act and the best administrative machinery. When the whole of Canada has similar legislation and an equally efficient organization we shall have an effective national town planning policy. The passing and administration of the Town Planning and Rural Development Act of Saskatchewan affords a striking example of the progress of public sentiment in favour of town planning. In 1914 the Minister of Municipal Affairs in Saskatchewan opposed the introduction of town planning legislation, according to British precedent, on the ground that it would involve a degree of compulsion not acceptable to the liberty loving tradition of Canada. Two years later Saskatchewan passed an act that not only contained the few mandatory provisions of the British act but went so much beyond it that it is probably the most advanced compulsory town planning act in existence. Moreover, it is being aggressively administered. More statesmanship has been shown in Saskatchewan by the Hon. George Langley in this matter than in any other province. The Commission of Conservation co-operated with Saskatchewan in drawing up its legislation but to-day the province needs no outside aid in the application of its measures. It has its fully equipped Department of Municipal Affairs, with a branch dealing with town

planning and having a town planning director and engineer. Under the act the first application for approval of a scheme was received on August 21st, 1919. At the beginning of the present year plans had been submitted for 37 new townsites, 25 hamlets, 72 village additions, 10 town additions, 2 summer resorts—a total of 148 centres where town planning is at work.

Prevention of Economic Evils.

Emerson said of the United States that it was a country of beginnings, of projects, of designs and expectations. This is even more true of Canada. We have the opportunity to prevent by the right kind of economic measures evils that older countries are trying to cure at enormous expense. One chief difficulty is in getting the public mind attuned to the forward move. No civilized person can be indifferent to the welfare of posterity. It is to the credit of our people that they build and do not inherit; that they plant vineyards and do not eat the fruit thereof. We build railways and plant trees and orchards for the future.

"Man's heart the Almighty to the future set

By secret and inviolable springs."

Our vision of the future cannot be dimmed by entirely selfish motives, and it cannot be worthy unless it includes the concept of the greatest good of the greatest number.

College of Estates Management.

The development of university teaching in town planning or civic design in England has been followed by a movement to make real estate management and land valuation subjects of university study and of qualification for degrees in the London University. Civic design has been taught for some years by Professor Abercrombie in Liverpool and Professor Adshead in London but the allied sciences are now to be dealt with in different courses given at the London University. A College of Estate Management has been founded for this purpose. It will prepare students for entrance to the Surveyors' Institution and qualify them for the B. Sc. degree in Estates Management recently founded by the London University. The syllabus covers land surveying, the valuation of land and buildings, the principle of taxation and the construction of buildings, agricultural law and forestry for those who intend to practise in rural districts and town planning, urban sanitation and municipal law for students of town development.

Open B. Sc. Degree in Estates Management.

The B. Sc. degree in Estates Management is for external students and may be taken in any part of the British Empire. It will involve three years of study, to be preceded by matriculation "unless the senate in special cases, or special classes of cases, otherwise determine." Graduates of extra-British universities within the Empire may, on application, be registered as matriculated students on payment of a registration fee of three guineas without passing the matriculation examination. There will first be an intermediate examination in two parts, one dealing with (1) land surveying, including its mathematics and draftsmanship; (2) economics; (3) either agriculture or town planning. Part II will deal with accounting and business organization and English law relating to land. The final examination will also be in two parts, the first dealing with (1) the theory and principle of valuation of land and buildings; (2) history and principles of taxation and tithes and the English law relating to land, and the second dealing with the construction of buildings and agriculture and forestry or town planning, urban sanitation and municipal law according to the choice of the student.

Similar Canadian Degree Needed.

But although the degree will be open to Canadian students it is obvious that it will have a limited value for them. Many of the subjects studied have not the same meaning in the two countries. What is needed is a similar course or degree in one or two of the principal universities of Canada. This should include a correspondence course and for this purpose there should be co-operation between the London and Canadian universities. As an indication of the need of such a course for assessors Mr. Wilfrid T. Fidler, of The Pas writes expressing interest in the London facilities and pointing out the lack of scientific teaching in land valuation. Certainly any assessor taking up the London course would gain greatly in knowledge but he would be unable to apply much of that knowledge to Canadian conditions. Town planning, for instance, has to follow different lines in England owing to the different system of land development and the Canadian law with regard to land is entirely different from English law. It would therefore appear that the opening of the London degree to Canadian students or a Canadian degree should be established in McGill or Toronto that would have a similar function and value.

Qualifications Needed in Bombay.

The kind of training that is demanded for town planning in different parts of the world is indicated by an advertisement for an assistant in the town planning and valuation department of the consulting surveyor to the government of Bombay. Candidates have to be qualified as members of the Surveyors' Institution, the Institution of Civil Engineers, the Town Planning Institute or a recognized engineering college. It is required for this position that the candidate be a competent valuer and have a thorough knowledge of the use of valuation tables and the theory of valuation as well as have experience of planning, development and laying out of land. It is significant that while such knowledge of valuation is regarded as essential the knowledge of traffic requirements in towns and of housing are treated as recommendations. The importance of scientific training in valuation of land and buildings cannot be said to be duly recognized on this continent, as is shown by the fact that the work of assessment is often entrusted to untrained men and that there is no school or institute that offers suitable instruction. The surveyor is the logical person to develop valuation as a study and this should be done as part of town planning training. In England the surveyor is accustomed to give a large part of his time to this study.

Rank of British Town Planning Institute.

Finally, it may be noticed that the Town Planning Institute of Great Britain has already attained first rank as a school of qualification for such important position as that offered by the government of Bombay. The immediate bearing of this is the importance of maintaining a high standard for applicants seeking membership of the Town Planning Institute of Canada. The time cannot be far distant when such membership will prove of the highest professional value to engineers, surveyors, architects and landscape gardeners who wish to avail themselves of the extended practice that the town planning movement will provide.

The Scope of Scientific Inquiry.

In the best interests of biological progress, the day of the naturalist who merely collects, the day of the anatomist and histologist, who merely describes, is over, and the future is with the observer and experimenter animated by a divine curiosity to enter into the life of the organism and understand how it lives and moves and has its being.—Dr. Herdman, Professor of Natural History, Liverpool University—Presidential address, British Association.

PROPOSED OR COMPLETED DEVELOPMENTS

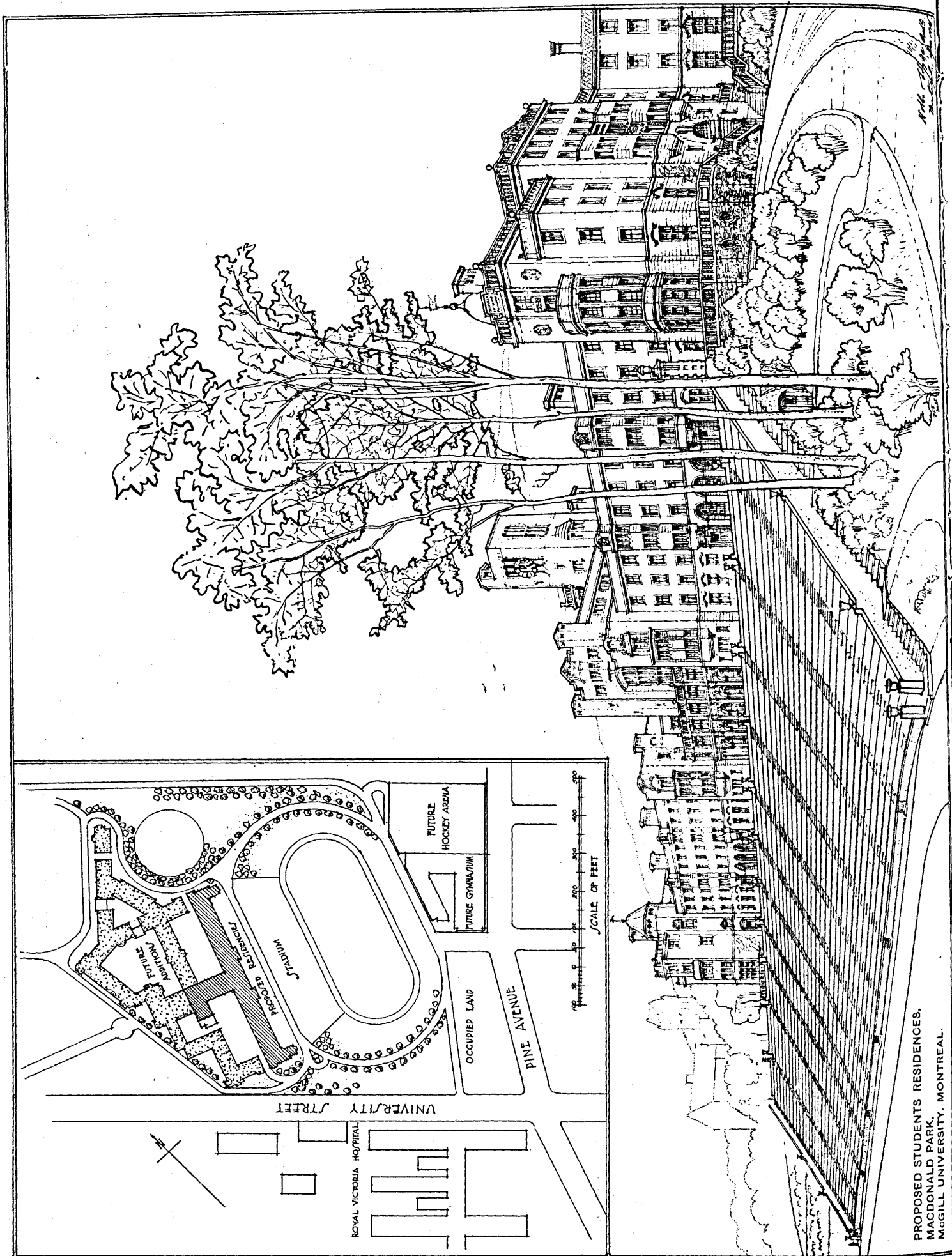
Site Planning at Lindenlea, Ottawa.

The accompanying plan of the Lindenlea property in Ottawa was prepared in July, 1919, on the instructions of the Housing Commission of the City of Ottawa. The property comprised an area of approximately 22 acres and was purchased at \$3,000 per acre. Prior to its being acquired by the Commission it was laid out with rectangular streets which had been planned without regard to the topographical conditions of the site. In the acquisition of this estate the Ottawa Housing Commission had an exceptional opportunity to create an ideal garden suburb. The land is situated at a high elevation and surrounded, to a considerable extent, by open country. It was sufficiently undulating to give it character and interest without making it costly to develop, if carefully planned. A large part of it was covered by beautiful trees, most of which could be preserved without detriment to the building lots. The cost of the property was somewhat high, having regard to the fact that the object of the Commission was to erect small houses which could not bear to be saddled with a high cost for land.

In preparing the plan of subdivision this question of keeping the lots relatively small, in order that no lot should cost more than \$600 had to be considered. The first step taken was to prepare a map on a scale of 20 ft. to the inch, showing the levels of the land and the positions of the principal trees. On the completion of this map a study was made of the surrounding highways and of the extent to which provision would have to be made for through traffic across the property in laying out the plan of streets. The conclusion arrived at was that the only direction in which a through traffic route was necessary was from the southeast to the northwest corner of the property. This gave rise to the planning of Rockcliffe Way for the purposes of through traffic and also as the backbone of the remainder of the plan of street system. Rideau Terrace, Lambton Road, Maple Avenue and Rockcliffe Road were already fixtures. Apart from Rockcliffe Way, which had to be 66 ft. wide, it was desirable to limit the amount of land given to streets to the maximum of available land for open spaces.

The following points may be noted regarding the secondary streets. Ottawa Way provides an entrance to the centre of the estate from the existing thoroughfare of Rideau Terrace. From the highest point on the estate this Way opens up a vista of the parliament buildings and the centre of Ottawa.

The narrower street, called Lindenlea, starts from Springfield Road through a slight cut for 100 feet and then follows the top of a small escapement until it reaches Rockcliffe Way. On the east side of Rockcliffe Way it follows the foot of the escarpment. During a great part of its length through the property it is 20 feet wide but has open spaces



PROPOSED STUDENTS' RESIDENCES,
MACDONALD PARK,
MCGILL UNIVERSITY, MONTREAL.



along one side which can be put to a much more useful purpose than if it had been included in the street. Rock Avenue is a forked road with two arms 20 feet wide, each running on both sides of a rock outcrop. The cost of removing this rock would have been greater than the value of the land for building on and instead of being allowed to be an encumbrance, it was converted into an asset by the treatment shown on the plan.

The portion of land that lies between Rockcliffe Way, Lindenlea and Lambton Road consists of a small hill and this has been developed so as to avoid the necessity of having steep graded streets leading from the high to the low land. Rockcliffe Way passes over the southern side of the ridge without making it necessary to have a steep grade. The short cul de sac road called Hillcrest enables some of the rear land to be developed as lots on the edge hill overlooking the escarpment.

The open spaces were selected with due regard for the purposes for which they had to be used. They comprise tennis courts and bowling greens 34,580 square feet, park 19,400 square feet, children's playground and parkway 43,700 square feet and other small areas making a total of 118,734 square feet. The subdivisions were made with a view to securing wide frontages and some back garden, without excessive depth. A study of the plan will show that there is comparatively little loss in long flankages on the corner lots.

The number of lots is 168 and the average price recommended to be asked for each lot was 12.8 cents per square foot or \$457 per lot.

Since the plan was completed the erection of houses has been carried on by the Housing Commission. Unfortunately the increase in prices of building has made it difficult for the Commission to complete the scheme as rapidly as was hoped. Among the recommendations made when the plan was submitted was that Rockcliffe Way should be laid out as a boulevard as part of the driveway around the city; that the parks and tennis courts on the property should be improved and leased to clubs of the residents; that the landscape features of the site should be protected and developed and that careful consideration should be given to the placing of each house and the type of architecture adopted.

Unfortunately, the town planner, in a case of this kind, has no control over the design and type of building erected unless he is made responsible in association with the architect for that part of the work as well as laying out the street and lot system. The preparation of a plan of streets and lots does not alone insure good development. There must also be proper discrimination shown in the type of buildings erected, particularly in the design of those occupying strategic points and vistas at the ends of streets. Many excellent plans are spoiled by the responsibility for the design of the land being placed under one control and the responsibility for the design of the buildings under another.

A divergent point of view arises in this way which cannot lead to satisfactory results.

Lots that are designed specially to secure a certain effect convey no meaning to anyone but the designer. The art of grouping buildings is quite different from that of designing individual buildings. The time is not yet to express an opinion on the final results of the architectural features of Lindenlea although it is quite apparent that a mistake has been made in building a large number of houses of what is probably the least attractive type of house on the property.

There is still time to correct, in a considerable degree, this mistake by careful planting and by the use of landscape features. The ultimate success of the scheme will depend on the enterprise shown in improving the surroundings of the buildings erected.

It is important for town planners to bear in mind that the planning of sites such as Lindenlea should be under the supervision of one directing head from the beginning to the completion of the scheme. The fact that it is not practicable in some cases does not lessen the importance of having continuity of control where it is possible.

One fact stands out in connection with Lindenlea, namely, that as a site plan it was successful because as soon as the plan was prepared and the lots placed on offer they were sold without difficulty. The price obtained was sufficient to recoup the Commission for the cost of the land plus the proportion of the cost invested in spaces for recreation parks and roads. Any difficulties that may have occurred to prevent the purchasers from completing their contracts have arisen partly owing to building difficulties, largely outside of the control of the Commission but also owing to the lack of cohesion in controlling the building development in conformity with the plan of the ground.

Proposed Residences—McGill University.

The residential accommodation for students will be provided for in connection with the development of Macdonald Park, the most northerly portion of the McGill University precincts, shown on the accompanying block plan. The plan for this portion of the property was evolved in 1912-1913. The Macdonald Park has an area of about 28 acres, with a rise from south east to north west of 185 feet, and is varied by ridges, and parts are well wooded. The governing factors were the provision of playing fields and roadways of moderate gradients passing approximately level terraces on which to erect the blocks and quadrangles. The stadium, quarried out of the hillside, is so placed that the afternoon sun is behind the spectators, and the main ranges of the bedrooms will be in blocks running north and south so as to obtain east, or west sunlight in as many rooms as possible. The various residential

blocks will form units, containing from 125 to 150 students in each, about 40 on each stair. Each unit will connect to its own dining hall; these dining halls will be grouped about a common kitchen, and offices, which will be extended in area as the number of dining halls is increased from time to time.

The residential blocks will have flat roofs throughout. The blocks immediately behind the stadium, shown on the accompanying drawing, will probably be the first to be proceeded with.

PERCY E. NOBBS.

NEWS AND NOTES.

New Form of The Journal.

The first two numbers of The Journal of the Town Planning Institute of Canada were issued by special process as an experiment with a view to test the demand for a Canadian organ dealing specifically with the professional side of town planning. The reception accorded to it, not only by members but by individuals and organizations who have become aware of the wide social significance of town planning and by town planners on this continent and in Europe, has amply justified the experiment and has induced the council to issue The Journal in the present form and to make arrangements for its appearance as a regular bi-monthly publication. It will be issued free to members and at a subscription price of two dollars a year to non-members. Its special aim will be to chronicle town planning developments in every part of Canada and to serve as a means of communication among the members in different parts of the Dominion. With each issue will be published plans of some new project or enterprise, which, in course of time, will give to the members an educational file of considerable value.

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Welland Park Scheme.

Definite steps are being taken to promote a park scheme for the city of Welland, Ont. The park commission has acquired a considerable stretch of land and is considering plans for the development of a comprehensive scheme.

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Town Planning Survey at Nelson, B.C.

The city engineer of Nelson, B.C., as a result of Mr. A. G. Dalzell's recommendation, has made a survey of existing conditions as a basis for a zoning plan of the city.

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City Council of Vancouver Favours Town Planning.

The city council of Vancouver has passed a resolution in favour of a town planning act for the province of British Columbia. This step has been advocated by different public organizations in Vancouver for many years and it is gratifying to hear that the city council is taking action in the matter.

Mr. C. J. Yorath, A.M.E.I.C., Goes to Edmonton.

Mr. C. J. Yorath (Member), has been appointed commissioner of the city of Edmonton and has left Saskatchewan. Mr. Yorath is an engineer with high administrative ability, a combination that is not so rare as is sometimes assumed. It is fortunate that the cities are beginning to realize that engineers with executive ability should be given greater responsibility in the management of cities.

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Toronto Branch Complete Organization.

The Toronto Branch of the Town Planning Institute of Canada has recently completed its organization and the first annual meeting was held on March 30th, under the provincial chairmanship of Mr. J. P. Hynes (Member). An executive committee was appointed as follows:—A. V. Hall, (chairman); H. L. Seymour, (vice - chairman); George Phelps, (secretary-treasurer); J. P. Hynes, and N. D. Wilson. After business had been completed short illustrated addresses were given by several of the members. Mr. Seymour showed a slide of a 5-acre subdivision in the Toronto district and pointed out certain difficulties in adjusting the owner's ideas to the requirements of the city. He also showed a diagram of a sunlight curve for Toronto and offered to supply each member with a copy. Mr. Dalzell pictured some Winnipeg property, where well-developed residences were spoiled by the erection of nearby shacks, illustrating some of the evils of lack of proper control over buildings and subdivisions. Mr. Hynes showed a transportation diagram for Toronto, placing the centre of gravity of the city near the North Toronto Station. He suggested that the natural dividing line between the residential and industrial sections of the City would be along the escarpment south of St. Clair Avenue.

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Institute Emblem and Seal.

An official emblem and seal is being designed for the Town Planning Institute of Canada by Mr. Henri Hebert, A.R.C.A. (Member). Mr. Hebert has submitted a very original and fitting basic design for the consideration of the council, which has made certain suggestions for the further expression of the scope and aims of the Institute.

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Hamilton Mountain Park.

The construction of the three per cent. grade highway up through Hamilton Mountain Park, begun in December, has been progressing ever since. This highway is designed for efficient motor haulage and also as a basis of the roadway system for the scenic development of the Park itself. Mr. Cauchon has been advocating steadily since 1917 that this Mountain Park system, begun by the city of Hamilton, be extended by the Ontario government along the whole escarpment from Hamilton to Niagara.

as a provincial parkway and contain a through fast motor highway. There are claimed to be nearly seven million people living within two miles on each side of the Hudson-Mohawk trail, beginning at New York, thence to Albany and now ending at the Niagara river. It is evident that the escarpment highway with a continuous view of the Ontario fruit country and uninterrupted transit would induce the travel tide of the Hudson-Mohawk trail to flow on into Canada.

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Rectory St. Subway, London.

The city of London is awaiting a hearing before the Board of Railway Commissioners, in May, towards obtaining authority to proceed with the construction of the Rectory street railway and to have the distribution of cost apportioned between the city and the railway. This subway is the initial step in the grade separation plans for London.

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Manitoba Town Planning Act.

Initial work has been commenced under the Manitoba Town Planning Act which is receiving the active co-operation of the Manitoba Government.

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Progress Reports on City Planning in U.S.A.

The National Conference on City Planning of the United States has published an interesting pamphlet entitled "Progress Reports on City Planning" which comprises reports from the cities of St. Louis, Detroit, Dallas and Rochester on their methods and experiences during the establishment of town planning practices in their several cities. The reports are selected from ten such reports that were presented at the Cincinnati Conference. The pamphlet may be secured from the secretary of the National Conference, Mr. Flavel Shurtleff, 60 State Street, Boston, for 40c.

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New City Planning Movements in U.S.A.

Among the cities of the United States that have started an active city planning programme during the past year are the following: Auburn, Fall River, Springfield, Newport, Bristol, Perty Amboy, Chester, Norfolk, Atlanta, Memphis, Knoxville, New Orleans, Columbus, Youngstown, Anderson, Muncie, Terre Haute, Indianapolis, Marion, Rockford, Decatur, Grand Rapids, Kalamazoo, Lansing, Oklahoma City, Kansas City, Wichita, Topeka, Phoenix, Kansas City, Mo., Spokane, Tacoma.

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Appropriations for City Planning in U.S.A.

The "American City" records the following appropriations for City Planning Commissions: Detroit (population 993,739) appropriated \$50,000 for 1919 and \$42,000 for 1920; St. Louis (population 772,897) appropriated \$25,500 for 1917-18, \$24,270 for 1918-19, and \$19,160 for 1919-20; Cleveland (population

796,836) appropriated \$24,000 for 1920; Cincinnati (population 401,247) appropriated \$10,000 for 1920 with similar amount promised for 1921 and 1922. This has been supplemented by subscriptions of citizens already amounting to \$25,000 and expected to reach \$70,000 this year; Akron, Ohio (population 208,435), appropriated \$19,000 for 1920; and St. Paul, Minn., (population 234,595), appropriated \$25,000 for 1920. This list, says "The American City," is gratifying evidence of municipal far-sightedness. In the case of Cincinnati, it may be added, the actual sum reached is now \$57,000.

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Mrs. Dunington-Grubb Completes Lectures.

Mrs. H. B. Dunington-Grubb has completed a course of lectures on housing and town planning given to the Social Service department of the University of Toronto. Mrs. Dunington-Grubb has also undertaken to conduct a home department in "The Woman's Century" magazine in which she will give special attention to the gardening features and outside amenities of the home.

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Mr. Dunington-Grubb is Busy at Brantford.

Mr. Dunington-Grubb (Member) has plans under way for a new traffic route at Brantford, Ont., from the Grand Trunk Station to West Brantford, including the station square. He is also busy with plans for a Bell Memorial monument and gardens; a site for a city hall; a war memorial and formal gardens facing the city hall and the proposed new Lorne Bridge and Oxford Park, west of the Grand River.

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Mr. Seymour Lectures at St. Catherines.

Mr. H. L. Seymour (Member) recently addressed a public meeting at St. Catharines, by invitation of the City Council and property owners, on zoning. An effort is being made in St. Catherines to consolidate public and private building restrictions in an area of the city that is now largely residential. If the proper legislation can be obtained it is hoped that in time by these means the whole city will be zoned.

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Surveyors Advised to Join the Institute.

At the recent annual meeting of the Ontario Land Surveyors, Mr. T. D. LeMay, president, strongly advised the members to join and associate themselves with the Town Planning Institute of Canada. Mr. H. L. Seymour (Member) addressed the meeting on zoning. He pointed out the relation of zoning to town planning and urged that no matter how scientifically an area was planned if building development were uncontrolled the benefit of such planning was largely destroyed.

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Municipal and Real Estate Finance in Canada.

The Commission of Conservation has published a brochure entitled "Municipal and Real Estate

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Town planning lectures were given by Mr. Thomas Adams, town planning adviser, and Mr.

W. D. Cromarty, architectural assistant to the Commission of Conservation, in most of the Canadian universities during the last term. At McGill 13 lectures were delivered; Toronto 4; Manitoba 4; British Columbia 3; Queen's 2; Alberta 2 and one each in the Universities of Saskatchewan, New Brunswick, Dalhousie and Acadia. About seven hundred students in the schools of engineering, architecture and social science were thus introduced to the scientific aspects of town planning. The lectures were well attended by students, visitors and in some cases by presidents and professors of the universities and the general desire was expressed for the continuance of town planning instruction.

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Progress at Halifax.

Considerable progress has been made during the past year in constructing the diagonal road through the devastated area at Halifax. The first building on the central area is a large school which is now well advanced toward completion. The Halifax town planning scheme has been printed and is now before the provincial legislature for approval.

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St. John Town Planning Scheme.

The St. John town planning scheme has been prepared for sometime but there has been delay in its submission to the government pending the completion of a revised plan showing the different zones into which the area is to be divided. Mr. G. G. Hare, city engineer, is now engaged in preparing this plan, which includes a series of hatchings showing in black and white the various classifications of uses.

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Ottawa Branch Meetings.

Regular fortnightly meetings of the Ottawa Branch have been established and a number of subjects of practical local and national interest have been discussed. On February 4th Mr. David Loughnan, editor of "The Veteran", by invitation of the Branch, set forth his scheme for the housing of returned soldiers under the administration of the Soldiers' Settlement Board and Mr. Belfry gave an illustrated address on the building of the Lindenlea Garden Suburb at Ottawa. On Feb. 25th Mr. W. E. O'Meara, secretary of the Ottawa Improvement Commission, spoke on the work of the commission in relation to a town plan. On March 4th there was a general discussion on the possibility of establishing a commission to administer the proposed Federal District of Ottawa and Hull on the basis of limiting the control to the physical features and public service, leaving the civic, provincial and Federal status in regard to other features as at present. Mr. Noulan Cauchon led the discussion. On March 18th Major F. D. Burpee, general manager of the Ottawa Electric Railway Company spoke on the planning and extension of the Ottawa street railway in relation to a comprehensive town plan.

TOWN PLANNING IN ONTARIO.

The existing planning and development act of Ontario is of little value in controlling the development of cities and towns. It is based on the assumption that town planning consists of laying out streets, subdivisions and parks, whereas these are merely part of the physical lay-out of the land. The control of the building development is the essential thing in town planning and this is recognized in all other town planning acts. The Ontario Government, on the advice of the legal experts, has so far maintained the attitude that this question is fully dealt with under the powers of the municipal act. It is impossible, however, to obtain effective planning by the bylaw method under this act. The powers to control building development by zoning and otherwise have to be granted under a measure that can make them reasonably permanent and permit them to be considered in large areas in relation to the transportation and street system of the city.

Failing to get a general measure some cities have endeavoured to secure a private act giving them the necessary powers. The first bill submitted to the legislature was that of Ottawa. This has been rejected by the private bills committee notwithstanding that the bill was presented with the unanimous support of the city council.

Ottawa is a special case where town planning powers are needed to enable the city to carry out an elaborate scheme that cost about \$70,000 to prepare, since it embraced a project of the federal government to make a comprehensive plan of development for Ottawa and Hull. It is unlikely that any other city can have a better case for demanding town planning powers. It will be a misfortune if the cities of Ontario continue to accept a situation in which they are powerless to plan for the future because of certain legal misconceptions of the meaning and functions of town planning.

Possibly in the end Ontario may gain because it will achieve its objects under pressure of opposition.

MEETINGS OF COUNCIL.

February 3rd, 1921.

Communications from the secretary of the Ottawa Branch and also the Toronto Branch asking for a form of constitution to be used by branches were referred to a committee with instructions to provide a suitable constitution.

Theses submitted by the following associate members proved acceptable to the examining committee and on motion they were elected to full membership.

"An Aspect of Town Planning Street Widening"—

Wm. Storrie, M.E.I.C., Toronto.

"Town Planning Ideals"—George Phelps, Toronto.

"A City Layout"—Stewart Howard, London.

Mountain Railways"—N. Cauchon, Ottawa:

"Town Planning, the lack of it and Necessity for it in Toronto"—Norman D. Wilson, Toronto.

"Rural Planning and Development"—Thos. Adams, Ottawa.

"Plan of Proposed McGill Buildings"—Percy E. Nobbs.

Mr. Adams reported that incorporation fees for the Institute would be \$100.00 in addition to solicitors' fees. A committee was appointed to prepare a draft of a new constitution to be submitted to a solicitor.

It was reported that Mr. Henri Hebert, of Montreal, had promised to prepare a design for the seal of the Institute.

March 24th, 1921.

The name of E. W. Beatty, Esq., K.C., president of the Canadian Pacific Railway was added to the list of honorary members.

Applications for membership were received and accepted from Messrs. T D. leMay, Toronto, Ernest Labelle, Shawinigan Falls, and J. E. Hollaman, Windsor, subject to the presentation of theses acceptable to the board of Examiners. Professor Adrian Berrington's application for membership was submitted together with a thesis on the planning of Greater Paris and was accepted, subject to the examining committee's report.

The Toronto branch constitution was provisionally adopted until the model constitution in course of preparation shall be accepted.

The tender for printing "The Journal" of the Institute was let to James Thomas Pattison and it was decided to charge \$2.00 per annum for non-members for "The Journal."

The committee appointed to draft the new constitution presented several matters for discussion and asked leave to sit again.

The president was instructed to name a date for the annual meeting and a nominating committee named to prepare a draft of officers and members to prepare a draft of officers and members for the coming year for the next meeting of Council.

Designs for the seal of the Institute were submitted by Mr. Henri Hebert and after some discussion and suggestions the principle of the bee and the honey-comb was accepted.

Mr. Adams reported that University lectures on town planning had been delivered at McGill, Toronto, Dalhousie, Acadia, Fredericton, Queen's, Manitoba, Saskatchewan, Alberta and British Columbia Universities, with an average attendance of 100. The fullest course was given at McGill, where an examination is to be held. The lectures

will in all probability be continued in the several universities next session.

PIECE-MEAL ZONING.

The importance of zoning in Canadian cities is being increasingly recognized. It will be unfortunate, however, the cities which prepare zoning schemes do not simultaneously consider their general planning problems. The proper zoning plan cannot be prepared without regard to the comprehensive plan of the transportation, street and park system of the city. If the zoning plan is prepared it may ultimately have to be considerably amended to adapt itself to a plan of the physical growth of the city. When industrial and residential areas are fixed they should have some relation to the street system and transportation and if the money available is not sufficient to prepare the whole plan the general plan of the city should be prepared first rather than the zoning.

Nor can a proper zoning plan be prepared without a preliminary survey and preparation of maps showing existing conditions. In making the survey very little extra cost is involved in studying the traffic requirements and general needs of the city, which constitute the basis for a plan of development. It is the worst economy to do the planning piece-meal, as it means doing so much work twice over and may in the end lead to changes that mean doing it three or four times over. The zoning ordinances of Westmount, Montreal—which are the best in any city in the Dominion—have been imposed under by-law but the objections in this case are not so great as in a city that is more self-contained than Westmount. Westmount, to a large extent, is a dormitory of Montreal and does not possess any large industrial area. The method employed has been as good as the city could employ, under existing law, but the placing of restrictions on land by by-law is unsatisfactory because it lacks the permanence of a town planning scheme. It is open to any council to change the by-law for adequate reason. St. Catharines proposes to consolidate certain restrictions on private and public property, beginning with a definite area, which is at present residential. These restrictions will be extended from time to time to include the whole city.

While it is important that zoning should not be carried out without regard to a general town planning scheme it is still more urgent that it should not be done in sections. Cities that cannot afford to prepare a complete scheme should spend what they have available in making a proper survey and in consequently doing work that is part of a general scheme.

In using the term "piece-meal" it is not suggested that a scheme should not be prepared by a gradual method so long as the logical order of planning is followed. Thus, while it is desirable

to avoid making zoning a first step there is no reason why a city should not plan in stages, starting first with a survey following with a plan of the transportation, street and park systems and then proceed to zoning on the basis of the survey and plan previously prepared.

THE WORK OF THE QUEEN VICTORIA- NIAGARA FALLS PARK COMMISSION.

Good progress is being made with the development scheme for creating a new parkway from Niagara Falls, Ontario, to Niagara-on-the-Lake. Mr. H. L. Seymour (Member), of the firm of Barber, Wynne-Roberts & Seymour, has completed a survey of the entire section. The plan of the parkway has been prepared by Mr. Thomas Adams, consultant to the commission, in co-operation with Mr. John H. Jackson, superintendent. A plan has also been prepared of the lay-out of the land acquired by the park commission from the hydro-electric commission. The land adjacent to the Niagara river, near Niagara Glen, is of sufficient size to admit of the creation of a large village settlement. It is hoped to give an illustration of the proposed plan in a future issue.

The scheme will link up the historic features of Queenston Heights with those at Niagara-on-the-Lake and provide probably the finest scenic parkway on the continent.

On the United States side plans are being prepared or are in contemplation for most of the region lying on the frontier of the river. The city of Buffalo and the two cities of Tonawanda are co-operating in preparing schemes that will link up with the Niagara Falls (New York) scheme of Mr. John Nolen. Mr. Adams is acting as consultant for the Tonawandas and is thereby creating a kind of link between the work on the American and Canadian sides of the river.

CANADIAN BATTLEFIELDS MEMORIALS COMPETITION.

In response to the invitation issued by the Dominion Government 160 designs were submitted in the above competition, which closed on April 15th.

The following gentlemen are the professional assessors: Prof. C. H. Reilly, O.B.E., M.A., F.R.I.B.A., representing the Royal Institute of British Architects; M. Paul P. Cret, A.D.G., representing the Société Centrale des Architectes (Paris); Mr. Frank Darling, F.R.I.B.A., R.C.A., representing the Royal Architectural Institute of Canada.

The architectural adviser to the commission is Mr. Percy E. Nobbs, M.A., F.R.I.B.A., R.C.A. (Member).

The assessors and the professional adviser arrived in Ottawa on April 18th and their decision

will probably be made known by the end of the month.

From ten to twenty designs are to be selected in this preliminary competition; the authors of these will be asked to have models of their designs made and submitted in a final competition. Eight designs are to be selected in the final competition.

The sites for the Memorial are situated as follows:—

1. St. Julien (near Ypres).
2. Passchendaele (near Ypres).
3. Observatory Ridge (near Ypres).
4. Vimy Ridge (near Lens).
5. Duay Crossroads (Arras-Cambrai).
6. Bourlon Wood (near Cambrai).
7. Courcellette (Bapaume-Albert).
8. Hospital Wood (near Amiens).

From the point of view of the town planner it is interesting to note that landscape work, including avenues and groves, is contemplated in connection with the sites.

ANNUAL MEETING.

The annual meeting of the Canadian Town Planning Institute has been fixed for Friday and Saturday, May 27 and 28. Notices and ballots have been distributed to members. The meeting will be held at Ottawa.

AN EPIGRAM ON ROADS.

I've now arrived, thanks to the gods,
Through pathways rough and muddy;
A certain sign that making roads
Is not this people's study.

And tho' I'm not in Scripture crammed,
I'm sure the Bible says
That heedless sinners shall be damned
Unless they mend their ways.

—Robert Burns.

It is sometimes said that city planning schemes are not carried out. To some extent this statement is true. The execution of comprehensive city plans requires time, often a generation; also money, large sums; also authority, sometimes a change in the state laws or even in the state constitution; also the formation of favourable public opinion. Horace Bushnell, in his agitation for the first city public park in the United States, said, "Many things must be carefully prepared, as carefully watched, and persistently pushed, by the man who will get any city public into and through a great public improvement. Wearied, and worried, and hindered, he must never sleep, never be beaten, never desist, and if, by a whole five years of toil, he gets his work on far enough to become an interest in itself, and takes care of itself, he does well, and there may rest."

—John Nolen.

MEMORIAL PARK FOR BROADVIEW, SASK.

Mr. W. A. Begg, Town Planning Director of Saskatchewan, has prepared a plan of a memorial park for the town of Broadview, Sask. It comprises a town hall, memorial monument, small pavilion and a recreation and school ground. The Citizens' Committee propose to raise \$6,000 to complete the park, leaving the town hall for future consideration.

U. S. CITY PLANNING CONFERENCE.

The thirteenth American conference on city planning will be held at Pittsburg on Monday, Tuesday and Wednesday, May 9-11. The president of the Canadian Institute has been invited to give the closing address of the conference.

ONTARIO TOWN PLANNING BILL REJECTED.

In addition to rejecting the Ottawa town planning bill the Ontario government have thrown out the general provincial bill which was presented by Mr. Hamnett P. Hill, member for Ottawa west, at the request more particularly of the south western Ontario cities and was intended to extend the scope of the existing planning and development act and make that act effective for town planning purposes.

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